

CHRISTOPHER J. LEE  
26TH DISTRICT, NEW YORK

COMMITTEE:  
FINANCIAL SERVICES

SUBCOMMITTEES:  
FINANCIAL INSTITUTIONS AND  
CONSUMER CREDIT

OVERSIGHT AND INVESTIGATIONS

HOUSING AND COMMUNITY OPPORTUNITY

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

August 3, 2010

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WASHINGTON, DC 20515  
(202) 225-5265

325 ESSJAY ROAD, SUITE 405  
WILLIAMSVILLE, NY 14221  
(716) 634-2324

1577 WEST RIDGE ROAD  
GREECE, NY 14615  
(585) 663-5570

<http://chrislee.house.gov/>

Mr. Neil Barofsky  
Special Inspector General  
Office of the Special Inspector General  
For the Troubled Asset Relief Program  
1801 L Street, NW, Sixth Floor  
Washington, D.C. 20220

Dear Mr. Barofsky,

As you know, General Motors ("GM") has received \$49.5 billion in taxpayer funding from the Troubled Asset Relief Program ("TARP") to finance its restructuring and expedited emergence from bankruptcy in 2009. Since the expedited bankruptcy of GM, serious questions have been raised in regard to the Pension Benefit Guaranty Corporation's ("PBGC") involuntary termination of the pensions of the Delphi Corporation, a major auto parts supplier which was spun-off from the "Old GM" in 1999.

Specifically, more than 20,000 Delphi workers and retirees have seen dramatic reductions to their pensions as a result of negotiations that occurred in 2009 between Delphi, GM, and the Treasury Department's Automotive Task Force. During this same time period, the PBGC began proceedings to terminate both the Delphi salaried and hourly worker's pension plans because they were found to be "severely underfunded." This would eventually result in some workers having their monthly pensions slashed by 70 percent. However, a report prepared by Delphi showed that its pension plans were better funded than the average of the 100 largest pension funds in the United States.

Furthermore, soon after GM emerged from bankruptcy in July of 2009, the management of "New GM" agreed to "top-up" the PBGC pension benefits provided to Delphi hourly workers, presumably with funding provided by the Government's investment of TARP funds. This resulted in a vast majority of hourly workers having their monthly pension payouts unaffected by the PBGC's termination of the Delphi pension plans. Regrettably, the Delphi salaried workers who worked alongside their hourly colleagues were not afforded equitable treatment by either GM or the Administration and failed to receive a similar "top-up" to their pensions.

As soon as the events described above transpired, I joined several Members of Congress in a bipartisan effort to discover how and why these decisions were made. Unfortunately, the Administration and GM has either ignored or provided scant answers to our repeated requests for information. The Administration has also consistently avoided providing witnesses from either the Automotive Task Force or the PBGC to testify at several Congressional hearings called to investigate the matter. Meanwhile, thousands of hardworking American families have been financially devastated during the worst recession in our nation's history.

Given your statutory responsibility to oversee how billions in TARP funds are spent, I write to request that you please conduct an official investigation of the following: (1) the suspect timing of the PBGC's involuntary resolution of the Delphi Corporation's pension plans in relation to the appointment of the Automotive Task Force and subsequent expedited bankruptcy of GM; (2) any possible conflict of interest that existed due to Treasury Secretary Tim Geithner serving simultaneously on the PBGC Board of Directors and as a Co-Chair of the Administration's Automotive Task Force; (3) the PBGC's release of its liens on Delphi assets, reportedly worth several billion dollars, that could have helped bolster Delphi's salaried pension plan; (4) the inequitable use of TARP funds by "New GM" to "top-up" the pensions of hourly worker pension plans while not also providing the same treatment for the Delphi salaried pension plans; and (5) whether officials from the Automotive Task Force or Administration pressured "New GM" to "top-up" the Delphi hourly worker pension plans, and if so, did political considerations play a role in favoring one type of worker over another?

I cannot emphasize enough that my request for an investigation into the plight of the Delphi salaried workers is not a union versus non-union issue. This is not a Republican versus Democrat issue. This is an issue about right versus wrong – about treating thousands of American workers fairly for the decades of work they put in to earn a modest pension. The U.S. taxpayers hold a 61 percent common equity stake in the post-bankruptcy General Motors, and they deserve some answers. For your reference, I have attached the numerous letters that I have written or co-signed with other Members of Congress related to the Delphi pension issue. Thank you for your consideration of this important matter.

Sincerely,



CHRISTOPHER J. LEE  
Member of Congress

Encl.

CHRISTOPHER J. LEE  
26TH DISTRICT, NEW YORK

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FINANCIAL SERVICES

SUBCOMMITTEES:  
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HOUSING AND COMMUNITY OPPORTUNITY

## Congress of the United States House of Representatives

Washington, DC 20515

May 22, 2009

1711 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-5265

325 ESSJAY ROAD, SUITE 405  
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(716) 634-2324

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GREECE, NY 14615  
(585) 663-5570

<http://chrisee.house.gov/>

Mr. Ron Bloom  
Senior Advisor on the Auto Industry  
U.S. Department of Treasury  
1500 Pennsylvania Avenue, NW  
Washington, D.C. 20220

Dear Mr. Bloom:

I am writing to urge the Treasury Department and the Automotive Task Force to support the assumption of Delphi Corporation's hourly and salaried pension obligations by General Motors.

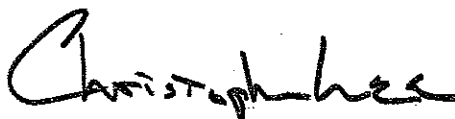
My district in Western New York is home to thousands of Delphi workers and retirees, and they as much as anyone are feeling the impact of the current restructuring of the automotive industry. Retiree health care and life insurance benefits have been affected, and retirees now find their promised pension benefits threatened.

It is the unified position of both Delphi and its retirees that the only way to protect these promised benefits is for GM to assume Delphi's salaried and hourly pension obligations. The Delphi pension plans are underfunded by nearly \$5 billion, while GM's pension plan is far more robust, being 95 percent funded at the end of last year. The overwhelming majority of Delphi's retirees spent most of their career working for GM, before the auto parts supplier was spun off by the automaker in 1999. I know these concerns have been expressed to you by a coalition of groups representing retired autoworkers, including many of my constituents in Western New York.

The alternative is for the pension plan to default to the Pension Benefit Guarantee Corporation, which is already \$33.5 billion in deficit and deteriorating. A default to the PBGC would mean huge cuts in promised pension benefits, particularly for those who have not been retired very long. This will have terrible economic repercussions for auto retirees in communities in Western New York and across the country, compounded by an already weak economy and cuts in benefits retirees have already suffered. For all these reasons, I support the unified position of Delphi and its retirees that the company's salaried and hourly pension obligations should migrate back to GM.

I look forward to hearing from you. Please do not hesitate to contact me if I can be of any assistance. Please accept my best regards.

Sincerely,



CHRISTOPHER J. LEE  
Member of Congress

CHRISTOPHER J. LEE  
26TH DISTRICT, NEW YORK

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<http://chrisslee.house.gov/>

June 5, 2009

The Honorable Barack Obama  
President of the United States  
The White House  
1600 Pennsylvania Avenue NW  
Washington, DC 20500

Dear Mr. President:

I am writing to express my strong objection to the decision to refer Delphi Corporation's salaried retiree pension plan to the Pension Benefit Guarantee Corporation (PBGC). I am honored to represent thousands of hourly and salaried retirees in the 26th Congressional District in Western New York and in my May 22, 2009 letter to the Task Force, I urged that pension obligations for both hourly and salaried retirees be assumed by GM. I therefore respectfully urge that the Treasury Department's Automotive Task Force demand reconsideration of this decision in advance of the June 10, 2009 U.S. bankruptcy hearing.

As you know, GM spun Delphi off in 1999, and today the company is GM's largest parts supplier. GM has agreed, as part of the restructuring agreement worked out by the Automotive Task Force, to take back five Delphi plants, including Delphi Thermal Systems in Lockport, NY and Delphi Powertrain in Rochester, NY. I believe these are positive steps to set both GM and Delphi on the right course for the future. I am also pleased to see that as part of its restructuring agreement with the Treasury Department, GM will assume the obligations of Delphi's hourly pension plan. This will help strengthen retirement security for thousands of families in my district and give them peace-of-mind during these difficult economic times.

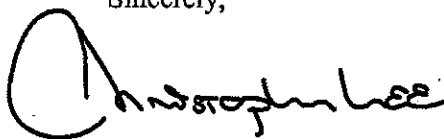
I was dismayed, however, to learn that Delphi's salaried pension obligations will receive entirely different treatment through referral to the PBGC, where pension payments for these workers are liable to be cut drastically, if not eliminated entirely. In the interests of transparency and accountability, I believe the Task Force owes a full explanation of this decision to the workers, retirees and the public, who are now 60 percent owners in the new GM.

It is fundamentally unfair that two groups of retirees from the same company, who worked side-by-side for many years, and who are faced with the same unfortunate situation, are being treated so differently by the federal government. The 15,000 salaried Delphi retirees, most of whom worked for GM for almost their entire careers, deserve to be treated with fairness and equity during these proceedings. While the restructuring of America's auto industry will require shared sacrifice and responsibility, Delphi's salaried retirees are being forced to bear extra burdens that are not warranted and have not been explained.

With a 60 percent stake in GM, your Task Force has enormous leverage to demand equitable treatment for hourly and salaried retirees by having GM assume the obligations of both plans. I respectfully urge you and the Automotive Task Force to demand the reconsideration of this decision before the June 10, 2009 U.S. bankruptcy court hearing set to ratify this inequitable agreement.

Thank you for your urgent consideration of this important matter. I look forward to hearing from you. Please do not hesitate to contact me if I can be of any assistance. Please accept my best regards.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Lee". The signature is fluid and cursive, with a large initial "C" and "L".

CHRISTOPHER J. LEE  
Member of Congress

CC: The Honorable Steven Rattner  
Lead Advisor on the Auto Industry  
U.S. Department of Treasury

The Honorable Ron Bloom  
Senior Advisor on the Auto Industry  
U.S. Department of Treasury



Congress of the United States  
Washington, DC 20515

June 24, 2009

The Honorable Timothy F. Geithner  
Secretary of the Treasury  
U.S. Department of Treasury  
1500 Pennsylvania Avenue, NW  
Washington, D.C. 20220

Dear Secretary Geithner:

We are writing in regards to the recent involvement by the U.S. Treasury Department's Automotive Task Force concerning the pension obligations of Delphi Corporation.

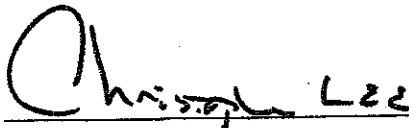
We are concerned about the inequitable decision to default the Delphi Corporation's salaried retiree pension plan to the Pension Benefit Guarantee Corporation (PBGC), while General Motors agreed to assume the auto parts supplier's hourly retiree pension obligations. Through referral to the PBGC, salaried retirees' pension payments are likely to be cut drastically, as much as 70 percent by some estimates. It is fundamentally unfair that two groups of retirees from the same company, who worked side-by-side for so many years, and who are faced with the same unfortunate situation, are being treated so differently by the federal government.

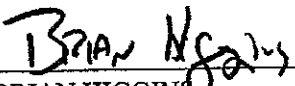
At a minimum, in the interest of transparency and accountability, we believe the 15,000 salaried Delphi retirees nationwide – not to mention the American taxpayers who now own a 60 percent stake in the new GM – deserve a full and public explanation of how this inequitable decision was made.

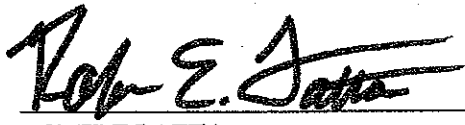
For this reason, we respectfully request that you direct the Auto Task Force to make public all documents concerning how this decision was reached, including all pertinent documents, written communications and memoranda between the Automotive Task Force, General Motors, Delphi Corporation and their agents or representatives.

Thank you for your urgent consideration of this important matter. We look forward to hearing from you.

Sincerely,

  
CHRISTOPHER J. LEE  
Member of Congress

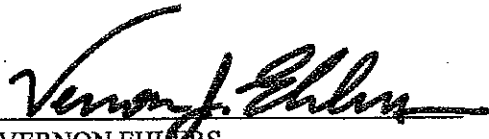
  
BRIAN HIGGINS  
Member of Congress



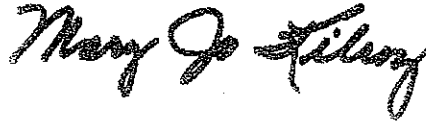
ROBERT LATTA  
Member of Congress



DANIEL MAFFEI  
Member of Congress



VERNON EHLERS  
Member of Congress



MARY JO KILROY  
Member of Congress



GREGG HARPER  
Member of Congress



STEVE DRIEHAUS  
Member of Congress



MICHAEL TURNER  
Member of Congress



PARKER GRIFFITH  
Member of Congress



MIKE ROGERS (MI)  
Member of Congress



SILVESTRE REYES  
Member of Congress



TODD R. PLATTS  
Member of Congress



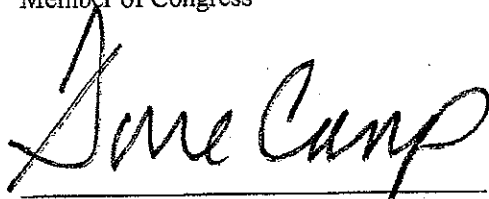
ERIC MASSA  
Member of Congress



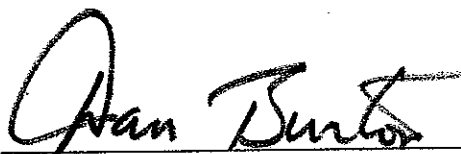
GINNY BROWN-WAITE  
Member of Congress



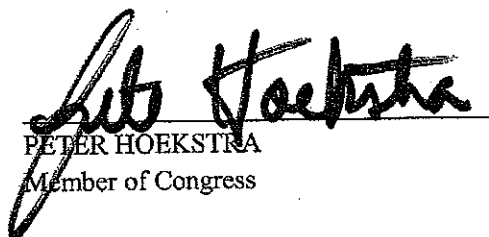
JIM GERLACH  
Member of Congress



DAVID CAMP  
Member of Congress




DAN BURTON  
Member of Congress



PETER HOEKSTRA  
Member of Congress



THADDEUS McCOTTER  
Member of Congress



CANDICE MILLER  
Member of Congress



DALE KILDEE  
Member of Congress



**Congress of the United States**  
**Washington, DC 20515**

July 10, 2009

The Honorable Barney Frank  
Chairman  
Committee on Financial Services  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Christopher Dodd  
Chairman  
Committee on Banking, Housing and Urban  
Affairs  
United States Senate  
Washington, DC 20510

The Honorable Spencer Bachus  
Ranking Member  
Committee on Financial Services  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Richard Shelby  
Ranking Member  
Committee on Banking, Housing and Urban  
Affairs  
United States Senate  
Washington, DC 20510

Dear Chairmen and Ranking Members:

We are writing to respectfully request immediate committee hearings into the treatment of Delphi Corporation's pension obligations and its impact on thousands of retirees and their families in our states.

As a result of restructuring negotiations between Delphi Corporation, General Motors (GM) and the Treasury Department's Automotive Task Force, Delphi's hourly retiree pension obligations will be assumed by GM while Delphi's salaried pension obligations will default to the Pension Benefit Guaranty Corporation. This means salaried retiree pension benefits could be cut by as much as 70 percent, if not eliminated entirely, for approximately 15,000 retirees and their families across the country. With their health and life insurance benefits now discontinued, Delphi retirees are depending on these promised pension benefits for their financial security.

Delphi's hourly and salaried retirees worked side-by-side for many years, mostly as GM employees. Yet now, facing the same painful circumstances, they are being treated so differently and inequitably by their government. Collectively and separately, we have appealed to GM, Delphi and the Administration to intervene and provide fair and equitable treatment for Delphi's hourly and salaried retirees.

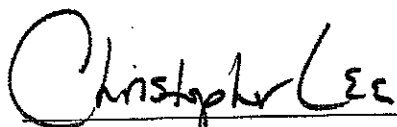
Also, given the fact that American taxpayers now hold a 60 percent stake in the new GM, many Members have requested information from the Auto Task Force on how this decision was reached, including all pertinent correspondence and communication between GM, Delphi and the Task Force. This is an important step to help shed light on the decision-making in this case and to promote transparent and open government.

In addition, we believe that Congress also has a responsibility to exercise its oversight authority in this matter. As the committees of jurisdiction, we are respectfully requesting immediate congressional hearings into the disposition of Delphi's retiree pension obligations and a thorough examination of the decision that resulted in these inequitable outcomes for hourly and salaried retirees.

We fully understand that the restructuring of America's auto industry will require shared sacrifice and responsibility, which makes the need for a congressional examination into the disparate treatment given to Delphi's hourly and salaried retirees all the more urgent and necessary.

Since Delphi's reorganization plan is scheduled for court action on July 23, 2009 we thank you in advance for your immediate consideration of this request.

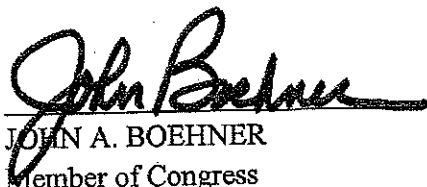
Sincerely,



CHRISTOPHER J. LEE  
Member of Congress



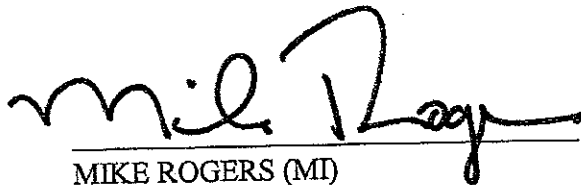
TIM RYAN  
Member of Congress



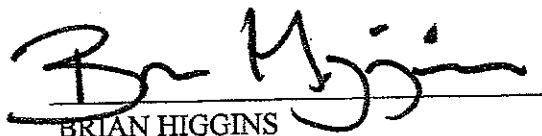
JOHN A. BOEHNER  
Member of Congress



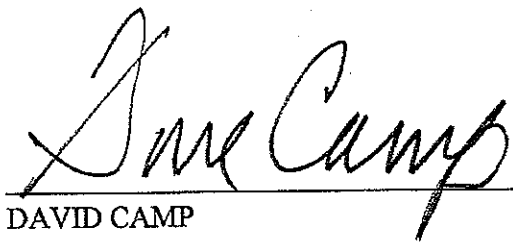
PARKER GRIFFITH  
Member of Congress



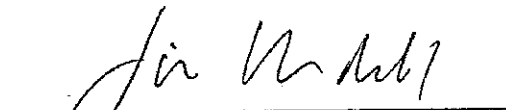
MIKE ROGERS (MI)  
Member of Congress



BRIAN HIGGINS  
Member of Congress




DAVID CAMP  
Member of Congress



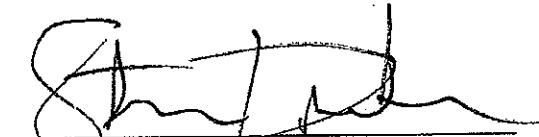
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JIM MARSHALL  
Member of Congress



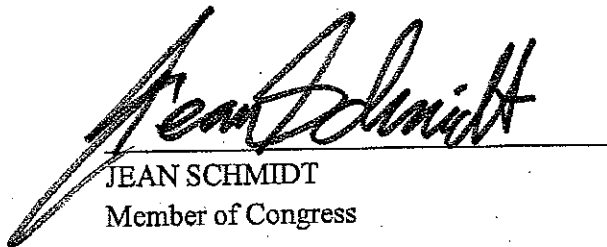
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CANDICE MILLER  
Member of Congress




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STEVE DRIEHAUS  
Member of Congress




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JEAN SCHMIDT  
Member of Congress



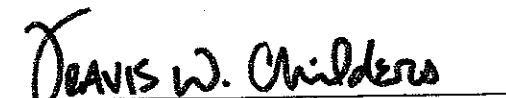
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CHARLES WILSON  
Member of Congress



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PATRICK TIBERI  
Member of Congress



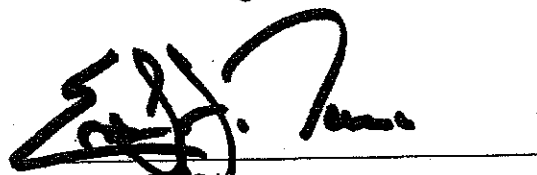
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TRAVIS CHILDERS  
Member of Congress



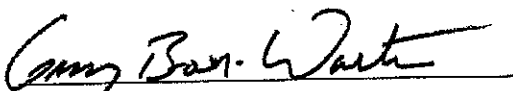
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GREGG HARPER  
Member of Congress



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ERIC MASSA  
Member of Congress



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GINNY BROWN-WAITE  
Member of Congress



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DAN MAFFEI  
Member of Congress



JIM GERLACH  
Member of Congress



MARCIA FUDGE  
Member of Congress



THADDEUS McCOTTER  
Member of Congress



JOHN BOCCIERI  
Member of Congress




MIKE PENCE  
Member of Congress



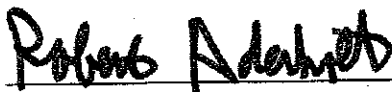
MARY JO KILROY  
Member of Congress



STEVE AUSTRIA  
Member of Congress



GARY C. PETERS  
Member of Congress



ROBERT ADERHOLT  
Member of Congress



MICHAEL H. MICHAUD  
Member of Congress



ROBERT LATTI  
Member of Congress



SILVESTRE REYES  
Member of Congress



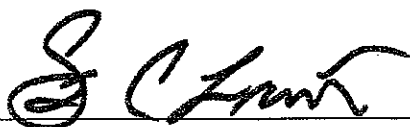
MICHAEL TURNER

Member of Congress




BART STUPAK

Member of Congress



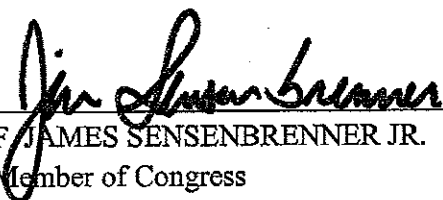
STEVEN LATOURETTE

Member of Congress



DALE KILDEE

Member of Congress



F. JAMES SENSENBRENNER JR.

Member of Congress



CAROLYN KILPATRICK

Member of Congress



PETE HOEKSTRA

Member of Congress



MARCY KAPTUR

Member of Congress



J. RANDY FORBES

Member of Congress



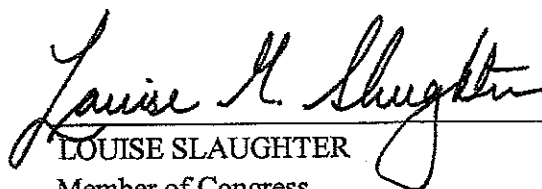
BENNIE THOMPSON

Member of Congress




DAN BURTON

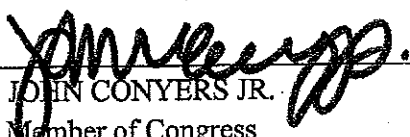
Member of Congress



LOUISE SLAUGHTER

Member of Congress

  
VERNON EHLERS  
Member of Congress

  
JOHN CONYERS JR.  
Member of Congress

July 23, 2009

(initials)

(5)

H. Res 591  
Additional Views

We support the Republican Leader's sensible and timely Resolution of Inquiry that requests that the President transmit to the House of Representatives any and all information regarding the government's role in negotiating the restructurings of General Motors Corp. and Chrysler LLC. Before approving the resolution, the Committee adopted an amendment offered by Mr. Lee of New York specifically requesting information from the Automotive Task Force on decisions related to employee and retiree benefits at Delphi Corporation, which is GM's largest parts supplier. The amendment assures that Congress will examine whether the Task Force accounted for both hourly and salaried employees' pension benefits and the impact of having pensions turned over to the PBGC.

When its restructuring plan was first announced, GM agreed to assume the pension benefits of Delphi's hourly workers, while the salaried workers would have had their pensions turned over to the federally-chartered Pension Benefit Guaranty Corporation (PBGC).

However, Delphi announced on July 22, 2009, that GM has backed out of its plan to assume the pensions of hourly retirees. The PBGC has filed suit to take over the benefits of all of the company's roughly 70,000 workers.

Combined, Delphi's hourly and salaried plans have a funding shortfall of \$6.8 billion, \$6.2 billion of which will be covered by the PBGC. Payments by the agency are capped by law depending upon a retiree's age. Under this plan, Delphi retirees stand to lose as much as 70 percent of their pension payments.

These retirees are hard-working Americans who certainly understand the need to make sacrifices to ensure a better, stronger economy over the long-term. They did not, however, sign up for having the benefits they earned, the benefits they counted on, being taken from them. A broad bipartisan coalition of lawmakers in the House has worked hard to stand up for these retirees and give them a voice in Washington. As 60 percent owners in the new GM, they, their families, and American taxpayers have a right to demand a substantive explanation on how the Task Force reached these decisions.

At the committee markup, Chairman Frank pledged to help ensure that a hearing is held on this matter before the House adjourns for the August District Work Period. We look forward to working with him to see that this hearing occurs in short order.

Signed,  
LEE (NY)  
BACHUS  
CAMPBELL  
McCOTTER  
KING (NY)  
BIGGERT



Christopher Lee

~~Robert~~

John Campbell

Thank you both

Spencer Bachus

Judy Biggert

CHRISTOPHER J. LEE  
20TH DISTRICT, NEW YORK

COMMITTEE:  
FINANCIAL SERVICES

SUBCOMMITTEES:  
FINANCIAL INSTITUTIONS AND  
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House of Representatives  
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<http://chrislee.house.gov/>

August 27, 2009

The Honorable Edolphus Towns  
Chairman  
Committee on Oversight  
and Government Reform  
U.S. House of Representatives  
2157 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Darrell Issa  
Ranking Member  
Committee on Oversight  
and Government Reform  
U.S. House of Representatives  
B350A Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman and Ranking Member:

I am writing to respectfully request immediate committee hearings into the treatment of Delphi Corporation's pension obligations.

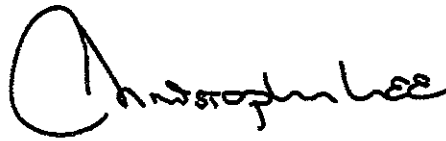
As a result of restructuring negotiations between Delphi Corporation, General Motors (GM) and the Treasury Department's Automotive Task Force, Delphi's pension obligations will default to the Pension Benefit Guaranty Corporation (PBGC). This will result in significant cuts to their planned retiree payments. With many Delphi retirees already seeing cuts to their health and life insurance benefits, retirees and their families are depending on these promised pension benefits for financial security.

Questions persist over how these decisions were reached, including the initial plan to default only salaried retiree pension obligations to the PBGC while keeping hourly pension obligations whole. It has come to light that there are additional plans to provide "top-up" payments to some workers but not others. Members of Congress have appealed to the Administration's Automotive Task Force to learn how these decisions were reached, citing the fundamental unfairness of treating two groups of workers, who worked side-by-side for many years, so differently. On July 10, a bipartisan coalition of 43 lawmakers representing 13 states sent a letter to the House Financial Services Committee requesting hearings on this issue.

House Financial Services Committee Chairman Barney Frank expressed support for this request to hold congressional hearings but is concerned that overlapping jurisdictions among several committees would complicate and delay this much-needed oversight. The thousands of Delphi retirees deserve answers, as do the American taxpayers who now own 60 percent of the new GM. For these reasons, I am requesting that the Oversight and Government Reform Committee conduct hearings into the treatment of Delphi's pension and retiree benefits. Congressional Oversight and Government Reform hearings would be an important way to bring transparency to a decision-making process that has resulted in more questions than answers.

Thank you in advance for your immediate consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Lee". The signature is fluid and cursive, with a large initial "C" and "L".

CHRISTOPHER J. LEE  
Member of Congress

CHRISTOPHER J. LEE  
26TH DISTRICT, NEW YORK

COMMITTEE:  
FINANCIAL SERVICES

SUBCOMMITTEES:  
FINANCIAL INSTITUTIONS AND  
CONSUMER CREDIT

OVERSIGHT AND INVESTIGATIONS

HOUSING AND COMMUNITY OPPORTUNITY

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515

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(716) 634-2324

1577 WEST RIDGE ROAD  
GREECE, NY 14615  
(585) 863-5570

<http://chrisslee.house.gov/>

September 2, 2009

Mr. Frederick Henderson  
President and Chief Executive Officer  
General Motors  
P.O. Box 33170  
Detroit, MI 48232

Dear Mr. Henderson:

I am writing in regards to the recent reports of a "top-up" of pension benefits for certain groups of workers at Delphi Corporation.

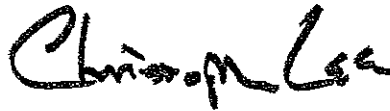
I am pleased to see that General Motors has taken positive steps forward to withstand these difficult economic times. I am honored to represent thousands of hourly and salaried retirees in the 26<sup>th</sup> Congressional District in Western New York, and I'm happy to see that GM will take back the Delphi plants in Lockport and Rochester, New York. Additionally, I am encouraged that GM has committed to provide baseline security for retirees who are faced with losing their health care and having their pensions transferred to the Pension Benefit Guaranty Corporation during the restructuring. This will help strengthen retirement security for thousands of families and give them peace-of-mind during these difficult economic times.

I was dismayed, however, to see the reports that "top-up" payments will only be made for hourly retirees. According to reports, this "top-up" will help close the gap between PBGC pension payments and what was originally promised to workers when they retired. While I recognize that the restructuring of the auto industry will take a shared sacrifice, Delphi's salaried retirees are being forced to bear the overwhelming burden. It is fundamentally unfair that two groups of retirees from the same company, who worked side-by-side for many years, and who are faced with the same unfortunate situation, are being treated so differently. As you know, many Delphi retirees spent the bulk of their careers as employees with GM, which spun off Delphi in 1999.

In the interest of fairness and equity, I ask for an explanation as to why these inequitable decisions are being made and urge you to explore ways to protect all groups of workers, both salaried and hourly, all of whom made GM what it is today.

Thank you for your urgent consideration of this important matter. I look forward to hearing from you. Please do not hesitate to contact me if I can be of any assistance.

Sincerely,

A handwritten signature in black ink, reading "Christopher Lee". The signature is written in a cursive, slightly stylized font. The first name "Christopher" is written in a single continuous stroke, and the last name "Lee" is also written in a single continuous stroke.

CHRISTOPHER J. LEE  
Member of Congress

CHRISTOPHER J. LEE  
26TH DISTRICT, NEW YORK

COMMITTEE:  
FINANCIAL SERVICES

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FINANCIAL INSTITUTIONS AND  
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GREECE, NY 14615  
(585) 663-5570

<http://chrisee.house.gov/>

September 3, 2009

The Honorable Timothy F. Geithner  
Secretary of the Treasury  
U.S. Department of Treasury  
1500 Pennsylvania Avenue, NW  
Washington, D.C. 20220

Dear Secretary Geithner:

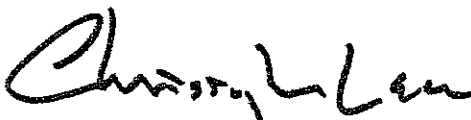
Knowing the influential role the Treasury Department is playing in the restructuring of the automotive industry, I am writing to make you aware of a letter I sent to the President and CEO of General Motors, Mr. Frederick Henderson, and to make a similar request of the Treasury Department. My letter to Mr. Henderson is attached.

I share the serious concerns of many of my constituents about inequitable treatment being given to Delphi-GM retirees. As you may be aware, reports indicate that GM has agreed to make "top-up" payments to hourly retirees, payments meant to fill the gap between the pension payments they were promised and what they would receive through the Pension Benefit Guaranty Corporation. Salaried Delphi-GM retirees are not receiving the same consideration.

As I have written to you before, I believe it is unfair that two groups of retirees, who worked side-by-side for years and now face the same unfortunate situation, are being treated so differently in the government-sponsored auto restructuring. Given the Treasury Department's Auto Task Force has been at the center of the GM-Delphi restructuring negotiations, I am writing to request an explanation as to why these inequitable decisions are being made and urge you to explore ways to protect all groups of workers, both salaried and hourly, all of whom made GM what it is today.

Thank you for your urgent consideration of this important matter. Please do not hesitate to contact me if I can be of any assistance.

Sincerely,



CHRISTOPHER J. LEE  
Member of Congress

CC: Ron Bloom, Brian Deese, Harry Wilson

CHRISTOPHER J. LEE  
28TH DISTRICT, NEW YORK

COMMITTEE:  
FINANCIAL SERVICES

SUBCOMMITTEES:  
FINANCIAL INSTITUTIONS AND  
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**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515

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GREECE, NY 14615  
(585) 663-5570

<http://chrislee.house.gov/>

September 9, 2009

The Honorable George Miller  
Chairman  
Committee on Education and Labor  
U.S. House of Representatives  
2181 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable John Kline  
Ranking Member  
Committee on Education and Labor  
U.S. House of Representatives  
2101 Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman and Ranking Member:

I am writing to respectfully request immediate committee hearings into the treatment of Delphi Corporation's pension obligations.

As a result of restructuring negotiations between Delphi Corporation, General Motors (GM) and the Treasury Department's Automotive Task Force, Delphi's pension obligations will default to the Pension Benefit Guaranty Corporation (PBGC). This will result in significant cuts to their planned retiree payments. With many Delphi retirees already seeing cuts to their health and life insurance benefits, retirees and their families are depending on these promised pension benefits for financial security.

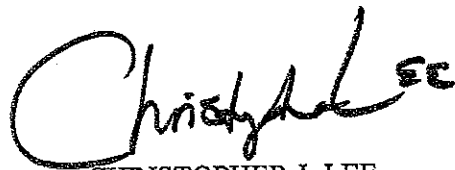
Questions persist over how these decisions were reached, including the initial plan to default only salaried retiree pension obligations to the PBGC while keeping hourly pension obligations whole. It has come to light that there are plans to provide "top-up" payments to some workers but not others. Members of Congress have appealed to the Administration's Automotive Task Force to learn how these decisions were reached, citing the fundamental unfairness of treating two groups of workers, who worked side-by-side for many years, so differently. On July 10, a bipartisan coalition of 43 lawmakers representing 13 states sent a letter to the House Financial Services Committee requesting hearings on this issue.



House Financial Services Committee Chairman Barney Frank expressed support for this request to hold congressional hearings but is concerned that overlapping jurisdictions among several committees would complicate and delay this much-needed oversight. The thousands of Delphi retirees deserve answers, as do the American taxpayers who now own 60 percent of the new GM. For these reasons, I am requesting that the Education and Labor Committee conduct hearings into the treatment of Delphi's pension and retiree benefits. Congressional hearings would be an important way to bring transparency to a decision-making process that has resulted in more questions than answers.

Thank you in advance for your immediate consideration of this request.

Sincerely,

A handwritten signature in black ink, reading "Christopher J. Lee". The signature is stylized, with a large, looped "C" and "L".

CHRISTOPHER J. LEE  
Member of Congress

CHRISTOPHER J. LEE  
26TH DISTRICT, NEW YORK

COMMITTEE:  
FINANCIAL SERVICES

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<http://chrislee.house.gov/>

October 9, 2009

The Honorable Barack Obama  
President of the United States  
The White House  
1600 Pennsylvania Avenue NW  
Washington, DC 20500

Dear Mr. President:

I am writing to express my continued frustration with the handling of Delphi Corporation's pension obligations as a result of the restructuring negotiations between Delphi Corporation, General Motors, and the Automotive Task Force – and the inequitable treatment faced by many Delphi workers across the country.

As outlined in previous letters, I represent thousands of hourly and salaried retirees in the 26<sup>th</sup> Congressional District in Western New York that have been impacted, some groups of workers more than others, from the restructuring of the automotive industry.

As you know, Delphi's pension obligations have defaulted to the Pension Benefit Guaranty Corporation (PBGC) which will result in significant cuts to planned retiree benefits. Delphi's hourly retirees will see relief in the form of a "top-up" benefit from General Motors, per a previous agreement at the time of Delphi's spin-off in 1999. This will help strengthen retirement security for thousands of families and give them peace of mind during these difficult economic times.

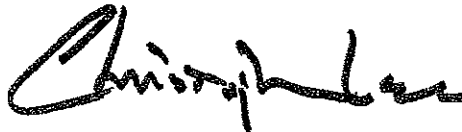
Yet Delphi's salaried retirees will see no such "top-up," and compared to other Delphi and GM retirees, they face unique hardships and inequities. As I have said repeatedly, it is fundamentally unfair that two groups of retirees from the same company, who worked side-by-side for many years, and who are faced with the same unfortunate situation, are being treated so differently by the federal government.

To illustrate this, I have enclosed a chart, prepared by the Delphi Salaried Retiree Association signifying these sacrifices and the differential treatment among groups of Delphi/GM workers. As the chart shows, Delphi salaried retirees have seen a 100% elimination of their life insurance, vision, dental and medical insurance, and now will see their pensions reduced by 30-70%. Moreover, there are sad reports that such financial losses have led to suicide.

Democrats and Republicans in the House and Senate have appealed to you, the Treasury Department, the Auto Task Force, GM and committees of jurisdiction in Congress for answers, including, at a minimum, immediate for congressional oversight hearings. I am advised that committees are investigating this matter and are moving toward hearings. I respectfully request your assistance in bringing these matters to light through your Administration's active participation in demanding greater transparency.

Thank you for your urgent consideration of this important matter. I look forward to hearing from you. Please do not hesitate to contact me if I can be of any assistance. Please accept my best regards.

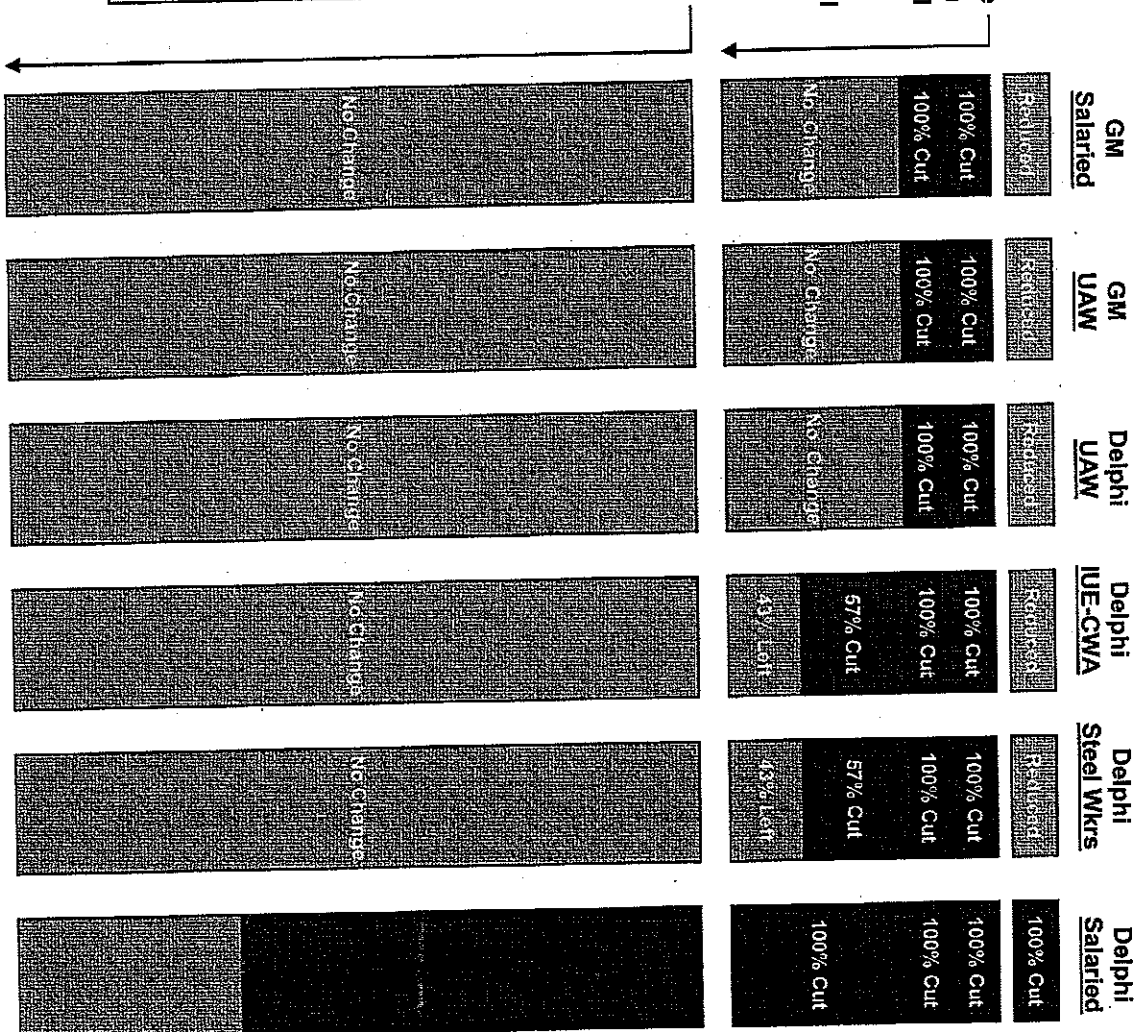
Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Lee", written in a cursive style.

CHRISTOPHER J. LEE  
Member of Congress

CC: Mr. Ron Bloom  
Automotive Task Force  
U.S. Department of Treasury

# Delphi Salaried Retiree's Benefit Cuts Compared to GM & Delphi Hourly Retirees



MAJORITY MEMBERS:

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ROBERT E. ANDREWS, NEW JERSEY  
ROBERT C. "BOBBY" SCOTT, VIRGINIA  
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RAÚL M. GRIJALVA, ARIZONA  
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N. MARIANA ISLANDS  
DINA TITUS, NEVADA  
JUDY CHU, CALIFORNIA



COMMITTEE ON EDUCATION AND LABOR  
U.S. HOUSE OF REPRESENTATIVES  
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WASHINGTON, DC 20515-6100

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PETER HOEKSTRA, MICHIGAN  
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JUDY BIGGERT, ILLINOIS  
TODD RUSSELL PLATT'S, PENNSYLVANIA  
JOE WILSON, SOUTH CAROLINA  
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BILL CASSIDY, LOUISIANA  
TOM MCCLINTOCK, CALIFORNIA  
DUNCAN D. HUNTER, CALIFORNIA  
DAVID P. ROE, TENNESSEE  
GLENN THOMPSON, PENNSYLVANIA

December 7, 2009

The Honorable Timothy F. Geithner  
Secretary  
Department of the Treasury  
1500 Pennsylvania Avenue, NW  
Washington, DC 20220

Dear Secretary Geithner:

As you may be aware, on December 2, 2009, the U.S. House of Representatives Committee on Education and Labor Subcommittee on Health, Employment, Labor, and Pensions held a hearing entitled "Examining the Delphi Bankruptcy's Impact on Workers and Retirees."

At the hearing, the Subcommittee heard powerful and compelling testimony about how different categories of workers will fare under the Delphi bankruptcy, and in particular how many Delphi workers, both union and non-union, are facing the prospect of dramatic cuts in their pension benefits. The hearing also made clear that, to date, critical questions regarding the federal government's role in this matter – that of the Treasury Department, the Presidential Task Force on the Auto Industry, and the White House itself – remain unanswered.

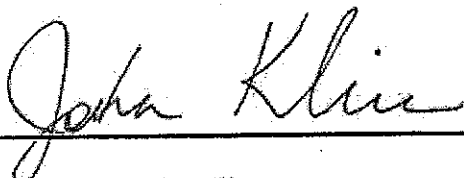
The federal government's role in the restructuring of General Motors and its passage through bankruptcy was unprecedented in scope. As a consequence of this restructuring, some Delphi workers – notably those in politically powerful unions – will receive the full pension benefits which they were promised, while others will see a drastic reduction in the benefits they will receive. It is beyond dispute that the federal government – now a 60 percent owner of General Motors – played a significant role in shaping these outcomes and in brokering negotiations among key interests. In the exercise of its oversight authority, the Subcommittee needs to fully understand exactly what that role was, and by whom key decisions were made.

For these reasons, we hereby request that you direct the Auto Task Force to immediately make public and provide to this Subcommittee, both majority and minority members, a copy of all documents and correspondence relating to the federal government's involvement in the restructuring of General Motors and Delphi's pension plans, including all documents relating to communications among the Task Force, the Department of the Treasury, the White House, General Motors Corporation, Delphi Corporation, the Pension Benefit Guaranty Corporation, the

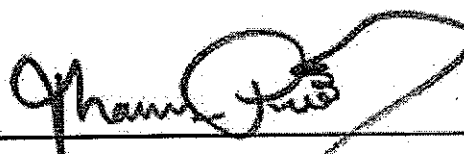
UAW, and other organized labor unions. If it is your intent to not comply with this request, we ask that you provide us with notice, in writing, of that intent, and the reasons supporting your decision, no later than December 18, 2009.

Thank you for your attention to this matter. We look forward to your response.

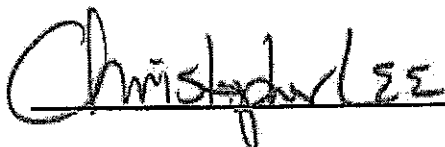
Sincerely,



The Honorable John Kline  
Ranking Member  
Committee on Education and the Workforce



The Honorable Tom Price, M.D.  
Committee on Education and the Workforce



The Honorable Chris Lee



The Honorable Michael Turner

cc: Mr. Ron Bloom, Senior Advisor at the U.S. Treasury Department

**Congress of the United States**  
**Washington, DC 20515**

February 23, 2010

President Barack Obama  
The White House  
1600 Pennsylvania Avenue, NW  
Washington, D.C. 20500

Dear Mr. President:

The auto industry helped build America's middle class. Now, the very people who built GM through their labor are facing the prospect of losing the middle class retirement that they earned over a lifetime of service. Today, we write to ask for your assistance and intervention on behalf of the Delphi retirees, many of whom stand to lose a substantial portion of their pensions in the aftermath of the Delphi and GM bankruptcies.

In 1999, Delphi was created through the spinoff of the automotive components group from GM. The majority of the Delphi employees spent two-thirds of their careers as GM employees. In 2005, Delphi entered bankruptcy protection. As part of the restructuring of the company, many long-term employees were forced into early retirement. Early retirement or supplemental benefits are not guaranteed by the Pension Benefit Guaranty Corporation. In February 2009, the Delphi salaried retirees lost their health care benefits for themselves and their families. On July 31, 2009, the Pension Benefit Guaranty Corporation terminated Delphi's pension plans and became the trustee as of August 10, 2009.

In the case of Delphi hourly employees under certain collective bargaining agreements, GM agreed to make up the difference between the PBGC benefit and what the retiree had earned. The Delphi salaried employees and some of the hourly employees such as those represented by the International Union of Operating Engineers, the International Brotherhood of Electrical Workers (IBEW), and the Machinists unions had no such agreement and are facing drastic reductions in their pension benefits. More than 20,000 salaried retirees and 100 union retirees were left with no additional pension benefit guarantee. They are looking for fair treatment.

Instead, they are receiving notification from the PBGC of the reduction in their benefits. We would like to share with you information collected by the Delphi Salaried Retirees Association on the reductions that went into effect on February 1, 2010. They will have a profoundly negative impact on the individual retirees, their families, and their communities, which are already struggling to survive the most severe economic downturn since the Great Depression.

As a 60 percent shareholder in GM, the federal government is in a position to do something to restore fairness for these retirees and to minimize the economic impact of



the pension loss on their communities. We request that the Administration bring GM to the negotiating table to work out a fair solution for the Delphi retirees.

Sincerely,

Shed Bion

Tim Ryan

Tom Hark

E. C. Stoumen

George V. Kienrich

Paul E. Cider

Norm Feigler

Bennie J. Thompson

Herb Kohl

Robert E. ...

Chuck Sch

Marcel Kaptur

Robert Wicker

Paul Cochran

Kirsten E. Hillibred

Eric J. Pann

W.A. Basini

Don McFadden

Betty Sutton

Christopher Lee

Laurie A. Slaughter

James M.

John

Chilun W. Lee

John C. Potts

Mary Jo Hilary

Steve Cronin

T. K. (AZ-11)

Marcia L. Judge

Michelle R. In

John Russell

Gregg Harper

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CHRISTOPHER J. LEE  
28th DISTRICT, NEW YORK

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<http://christie.house.gov/>

## Congress of the United States House of Representatives

Washington, DC 20515

April 26, 2010

The Honorable Edolphus Towns  
Chairman  
Committee on Oversight  
and Government Reform  
U.S. House of Representatives  
2157 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Darrell Issa  
Ranking Member  
Committee on Oversight  
and Government Reform  
U.S. House of Representatives  
B350A Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman and Ranking Member:

We write to you today regarding troubling revelations concerns Mr. Steven Rattner and his role as former chief auto industry advisor to the U.S. Treasury Department. We appreciate your attention to this matter.

Mr. Rattner has been implicated in an alleged 2005 kickback scheme involving New York State pension funds through his role as a co-founder of the Quadrangle Group investment firm. Quadrangle has agreed to pay \$12 million to federal and state authorities to settle the matter. According to The Wall Street Journal, Mr. Rattner "was one of the executives involved" in the scheme, where payments were allegedly made in exchange for help in winning a state investment contract. Mr. Rattner "organized the payments," according to The New York Times.

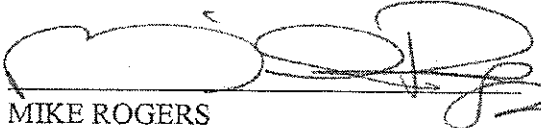
For its part, Quadrangle said that "We wholly disavow the conduct engaged in by Steve Rattner... That conduct was inappropriate, wrong and unethical."

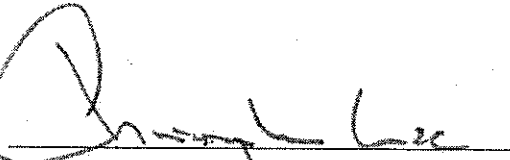
Mr. Rattner left Quadrangle to become the head of the Administration's Auto Task Force, and served as the chief auto industry adviser to the Treasury Department while under investigation for fraudulent activities regarding New York State's pension fund.

These revelations call into question the integrity and objectivity of Mr. Rattner's panel, particularly the decision to allow some Delphi Corporation retirees, including many salaried retirees, to lose their pension benefits through the Pension Benefit Guaranty Corporation while simultaneously protecting the benefits of other Delphi retirees. As a result of this decision-making process, which remains shrouded in mystery despite numerous attempts to seek transparency, many Delphi retirees will lose significant portions of their promised pension benefits while others will be kept whole. This is unfair and unjust.

In light of the accusations regarding Mr. Rattner's alleged role in a kickback scheme involving New York State pension funds, we respectfully request the Committee investigate the Auto Task Force and Mr. Rattner's role regarding Delphi retiree pensions.

Sincerely,

  
MIKE ROGERS  
Member of Congress

  
CHRISTOPHER J. LEE  
Member of Congress